



I-15 Corridor EIS
c/o Parsons Brinckerhoff
488 East Winchester Street, Suite 400
Murray, Utah 84107



ISSUE #02

MOVING TRANSPORTATION FORWARD

Newsletter • October 2005

Five Alternatives Defined for I-15 EIS

Five transportation alternatives have been identified for detailed study in the I-15 Corridor Environmental Impact Statement, Utah County – Salt Lake County (I-15 Corridor EIS). These alternatives were developed based on anticipated transportation performance, public input and other criteria. More information about how the alternatives were developed and a description of each is inside.

The I-15 Corridor EIS encompasses approximately 65 miles of the I-15 Corridor. Transit alternatives, including Commuter Rail Transit and Bus Rapid Transit, are being studied for the area between downtown Salt Lake City and Provo. Roadway improvements are being analyzed between 10600 South in Salt Lake County and Santaquin in Utah County.

The five alternatives include two that examine how I-15 would function without major reconstruction. Federal regulations require the inclusion of these two alternatives, No-Build and Transportation Systems Management, in order to provide a baseline for comparison with the three “build” alternatives that propose up to 43 miles of reconstruction on I-15 and transit. The five alternatives are:

- No-Build
- Transportation Systems Management (TSM)
- I-15 Widening & Reconstruction
- I-15 Widening & Reconstruction + Commuter Rail Transit (CRT)
- I-15 Widening & Reconstruction + Bus Rapid Transit (BRT)

More information about the five alternatives is inside. Additional detail will be posted to the project website as it becomes available. Those without internet access can call the project phone line for more information. We encourage you to use the comment form on page 11, visit us online at udot.utah.gov/i15utahcounty or call 1-888-i15-UTCO (1-888-415-8826) to give us your thoughts on the I-15 Corridor EIS alternatives.

Bubble Bus Hits the Streets

The I-15 Corridor EIS “Bubble Bus” is serving UTA bus route 811 from Provo Towne Center Mall to the Sandy 10000 South TRAX station. It is a reminder to Utah County and Salt Lake County residents to share their thoughts about



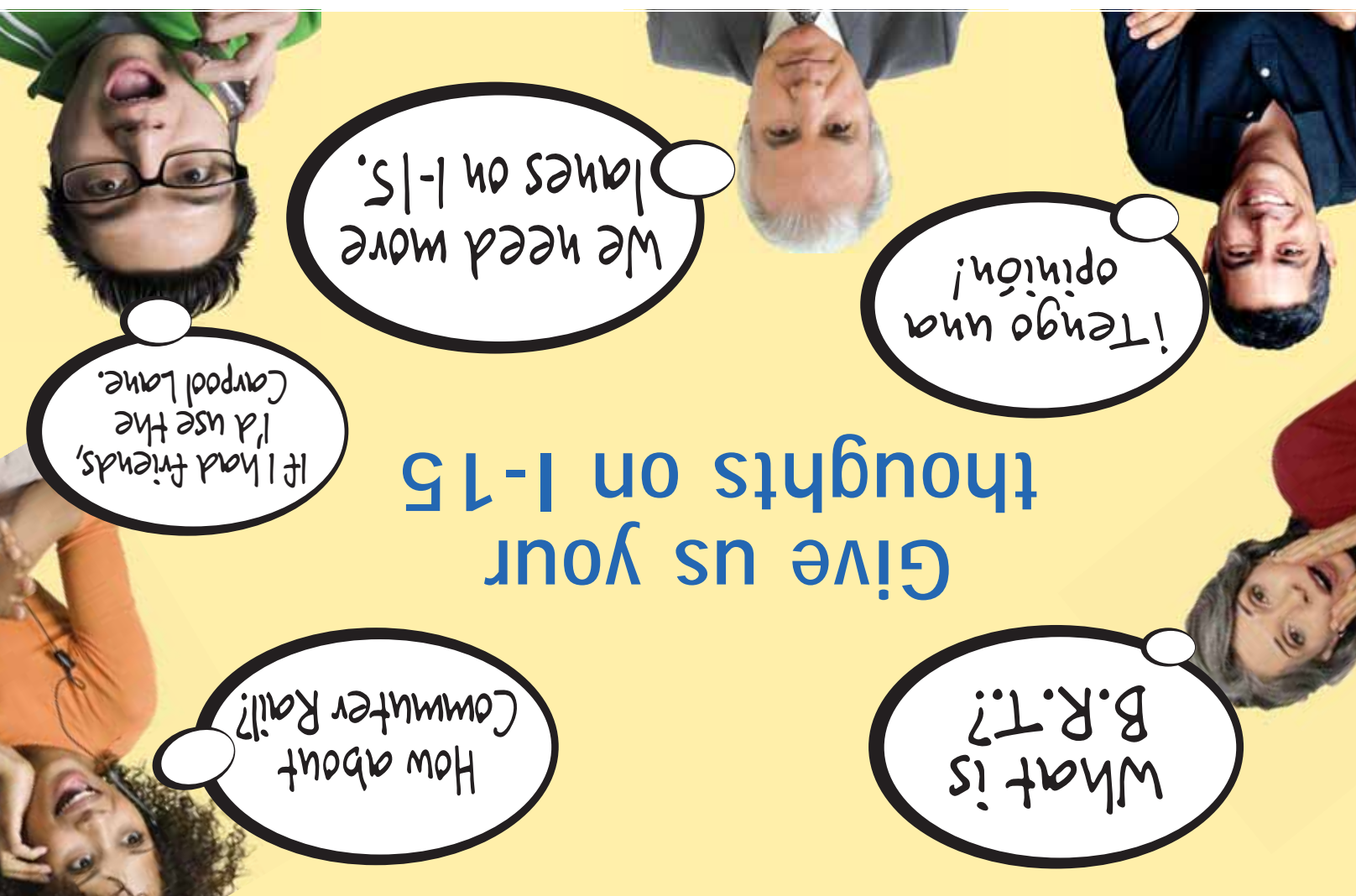
possible roadway and transit improvements along the I-15 Corridor. Throughout the next several months the “Bubble Bus” will make appearances at community events. Check the project website regularly for more information. The bus and project staff may also visit neighborhoods to provide information about the project and hear your thoughts. If you would like us to visit your neighborhood, please call (1-888-415-8826) or e-mail (i15utahcounty@utah.gov) the EIS team.

Para recibir información en español sobre este importante proyecto, llámenos al 1-888-i15-UTCO (1-888-415-8826).



TABLE OF CONTENTS

Screening Process	2-5
Alternatives	6-9
Study Timeline	10
Comment Form	11



I-15 Alternatives Development and Screening

What is the problem?

I-15 is heavily congested in both Utah and Salt Lake counties, and segments of the freeway do not meet current safety standards. The Corridor is fast approaching capacity and conditions will worsen by 2030, resulting in stop-and-go traffic and even gridlock on almost all of I-15 with no other north-south travel options. Over the next 25 years, population growth in Utah and Salt Lake counties is projected to increase by 77 percent and 42 percent, respectively. Additionally, 54 percent of Utah's jobs are located in these counties and are projected to increase to 61 percent. What this data means is that anticipated growth will double traffic volumes on I-15, resulting in increased travel time, increased crash rates, and a reduced quality of life for the entire region.

Goals of the I-15 Corridor EIS

- Improve national, regional and intra-county movement of people and goods
- Provide regional transportation improvements that accommodate the different north-south trip origins and destinations in the I-15 Corridor
- Provide a multi-modal solution as part of an overall transportation network
- Provide a cost-effective transportation solution
- Avoid, minimize and mitigate adverse impacts to the natural and built environments
- Encourage a transportation system that is compatible with locally adopted growth, land use and development plans
- Eliminate design deficiencies on I-15 to improve operations and safety
- Incorporate UDOT Context Sensitive Solution (CSS) goals and principles into the project so that any transportation improvement is an asset to the community and is compatible with the natural and built environment

I-15 Alternatives Development and Screening

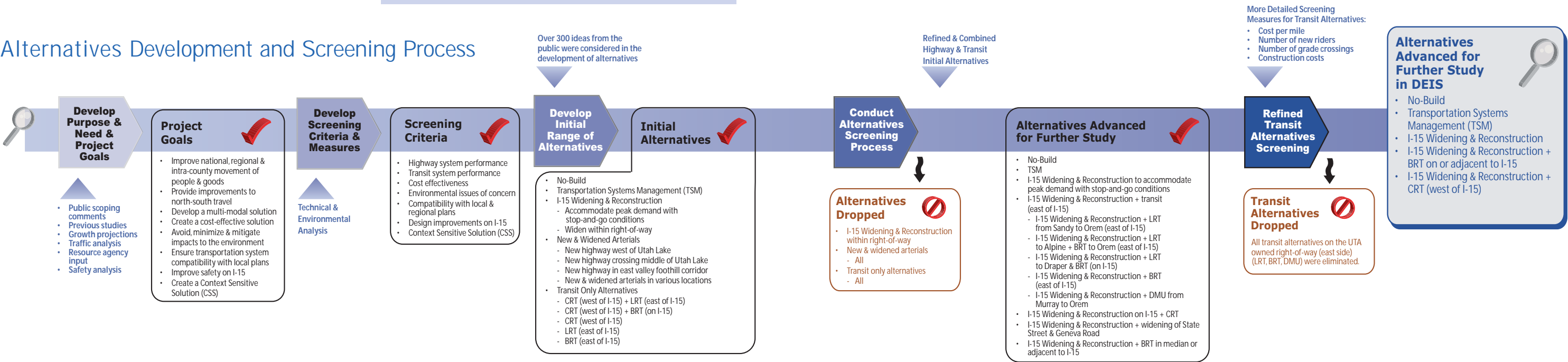
How will the problem be solved?

The study team has been working over the past year to develop highway and transit solutions to fix the problems and meet the study goals as listed to the left. Data has been gathered on existing and future traffic conditions, environmental conditions, and combinations of highway and transit options. The study team took each goal and assigned a number of criteria and quantifiable measures to determine how well the potential solutions meet the goals, and how they compare to each other. This process is called Alternatives Screening and Development, and is summarized in the graphic below. The result of this process led to five alternatives that will be studied in more detail. They are described on pages 6-9.

Acronym Key

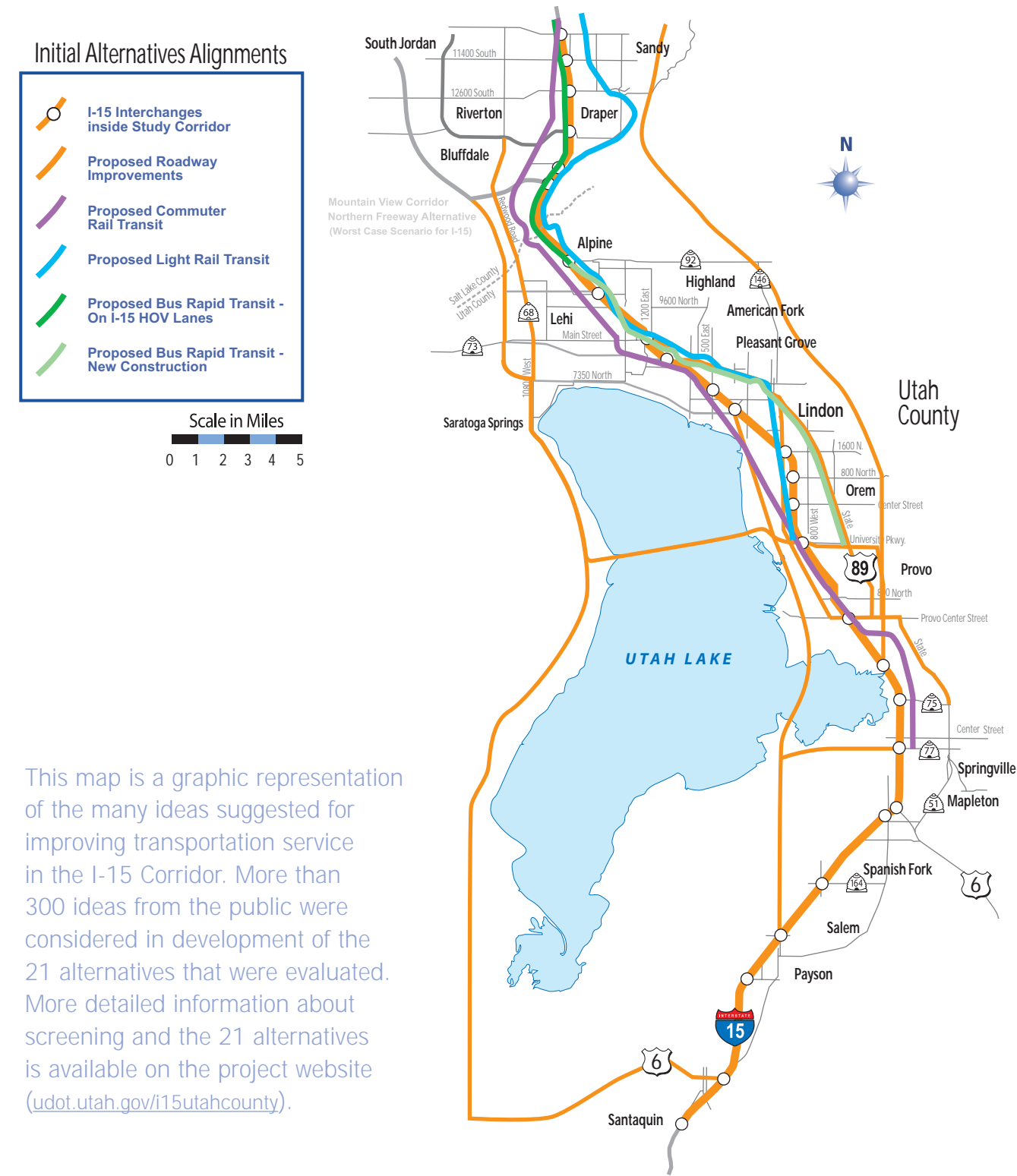
BRT	Bus Rapid Transit
CRT	Commuter Rail Transit
CSS	Context Sensitive Solution
DEIS	Draft Environmental Impact Statement
DMU	Diesel Multiple Units
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
LRT	Light Rail Transit
MAG	Mountainland Association of Governments
NEPA	National Environmental Policy Act
TSM	Transportation Systems Management
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
UDWQ	Utah Department of Water Quality
UDWR	Utah Division of Wildlife Resources
UTA	Utah Transit Authority
USCOE	U.S. Army Corps of Engineers
USFWS	U.S. Fish & Wildlife Service
WFRC	Wasatch Front Regional Council

Alternatives Development and Screening Process



How did we decide which solutions to study?

The initial set of alternatives was developed from several sources, including previous planning studies, the Long-Range Transportation Plan, input from local elected officials and city staff, public comments, traffic analysis, and evaluation of project needs. The study team used a process called “screening” to compare the solutions, or alternatives, to each other and eliminate those that did not meet the project goals.



Alternatives Advanced for Further Study

No-Build

The No-Build Alternative is required to be carried forward in an EIS for purposes of comparing other alternatives as well as providing a decision-making option if the impacts of "build" alternatives are too excessive compared to the benefits. The No-Build Alternative assumes planned and programmed transportation improvements in the I-15 Corridor study area. This includes improvements such as roadway widening on other facilities and new park-and-ride lots.

Transportation Systems Management (TSM)

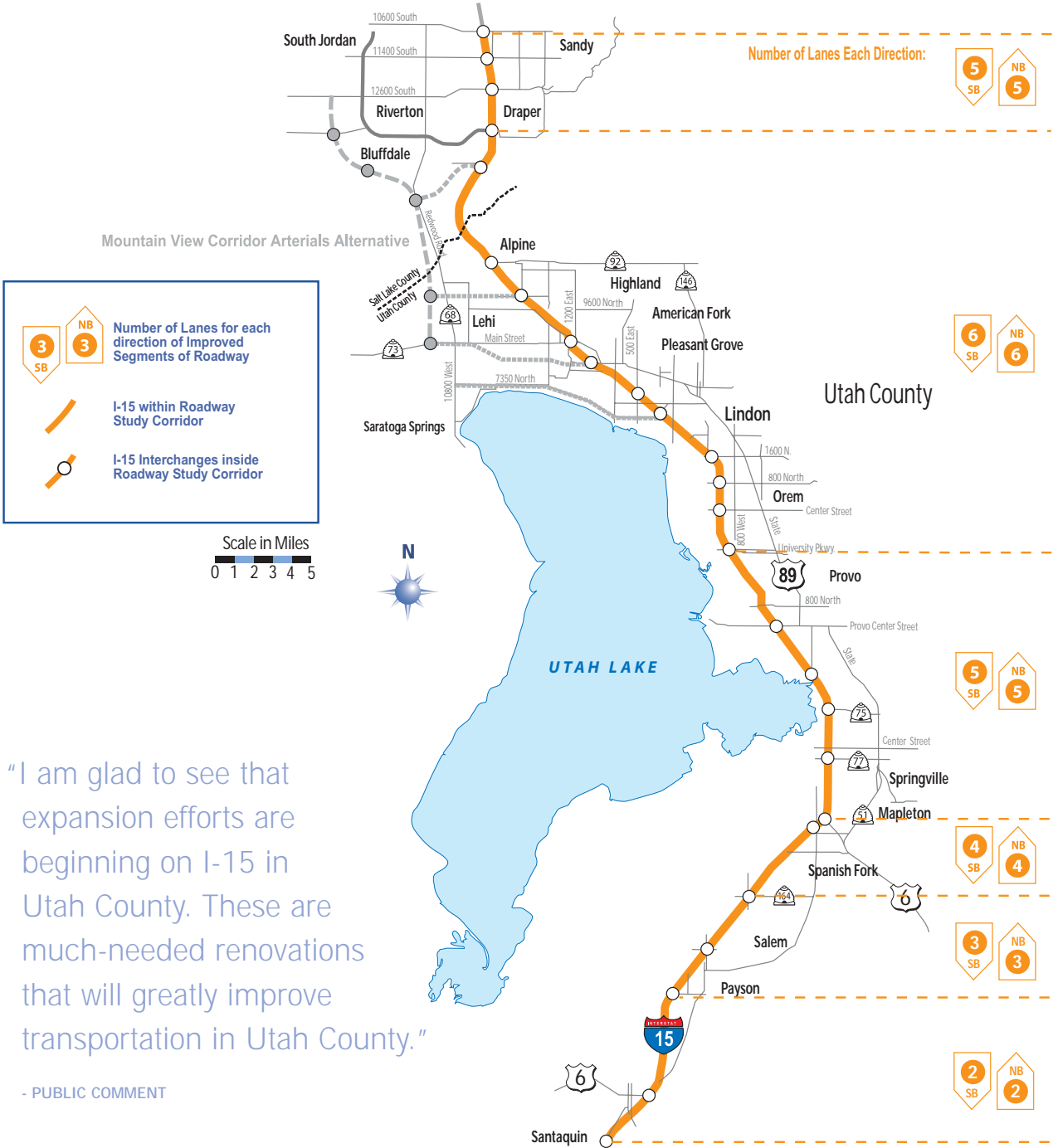
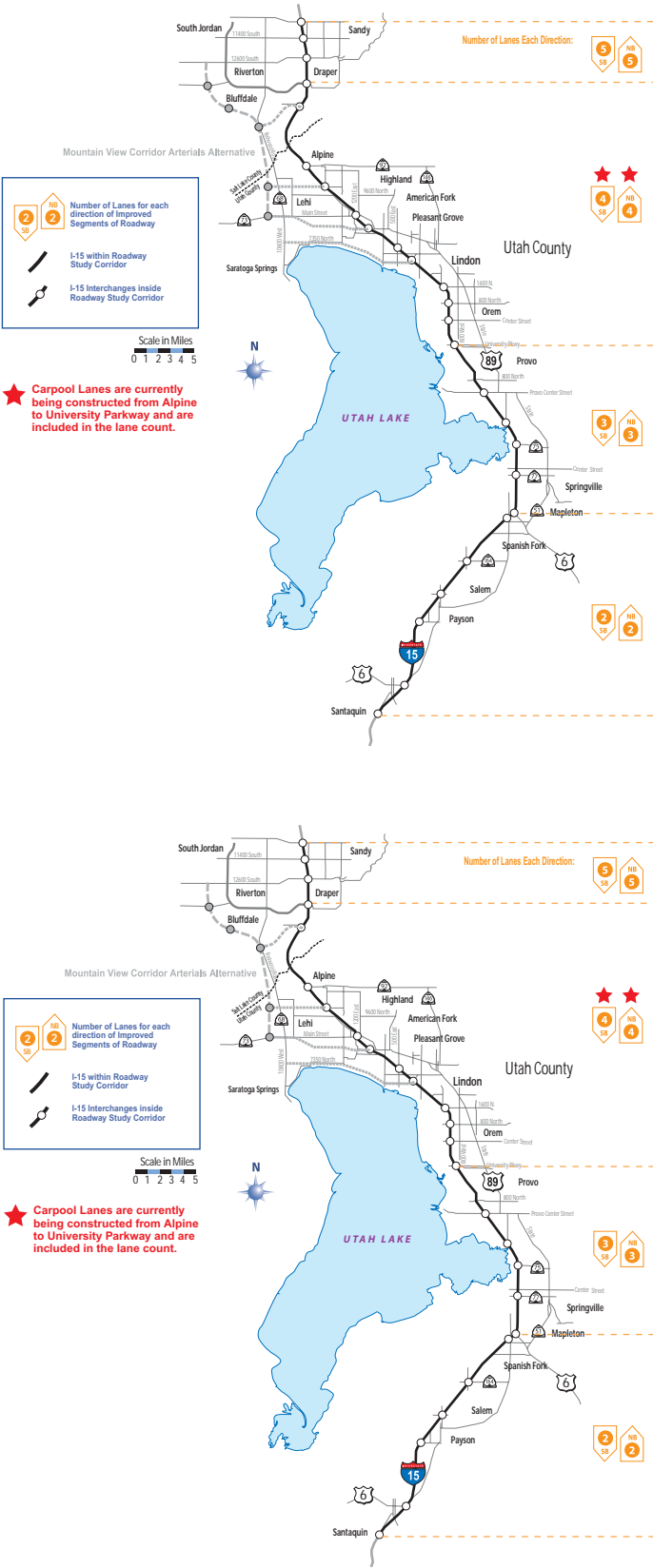
The Transportation Systems Management Alternative, known as TSM, examines lower-cost improvements that could meet transportation needs. The TSM Alternative includes all the assumed improvements in the No-Build Alternative plus additional improvements such as enhanced bus service, additional park-and-ride facilities, rideshare promotion, variable message signs, and transit signal priority. The TSM Alternative is a required baseline for comparing transit alternatives and its elements are included in each build alternative.



Photo: Pleasant Grove/Lindon Interchange

I-15 Widening & Reconstruction

This alternative includes widening I-15, reconstructing interchanges and bridges, adding new interchanges, looking at a collector-distributor or frontage road system, promoting Transportation Systems Management (TSM) strategies like ridesharing and potentially incorporating managed lane concepts. Managed lanes may include adding more Carpool Lanes or charging vehicles with only one passenger a toll to use the Carpool Lane.



"I am glad to see that expansion efforts are beginning on I-15 in Utah County. These are much-needed renovations that will greatly improve transportation in Utah County."

- PUBLIC COMMENT



Photo: San Francisco, California

I-15 Widening & Reconstruction + Commuter Rail Transit (CRT)

This alternative includes widening I-15 as described in the I-15 Widening & Reconstruction Alternative and building Commuter Rail Transit in UTA-owned right-of-way located west of I-15 from the Salt Lake Intermodal Center to the Provo/Springville area. Commuter Rail Transit is a diesel locomotive pulling passenger cars with stops every two to five miles. Potential station locations are currently being identified.

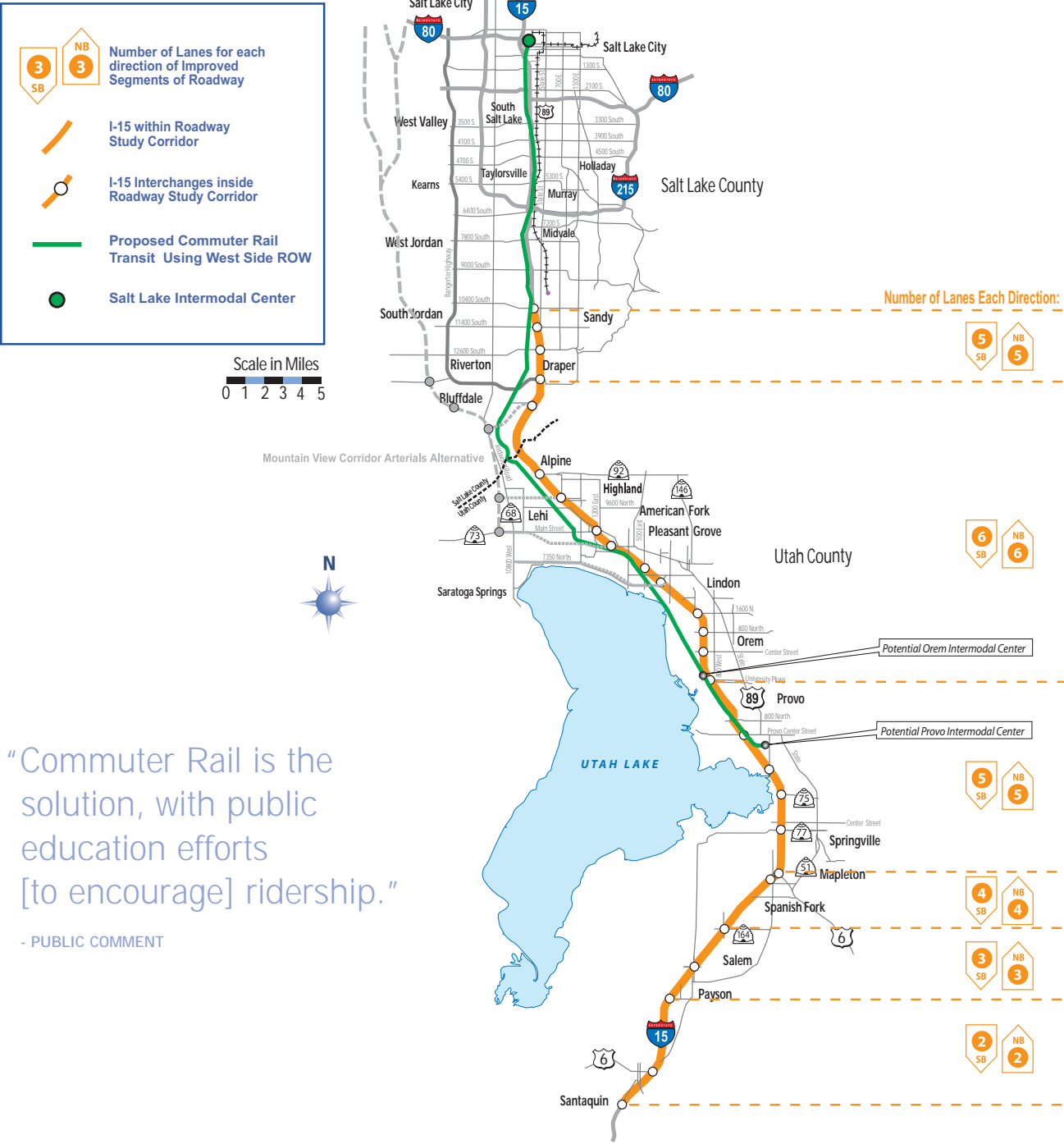
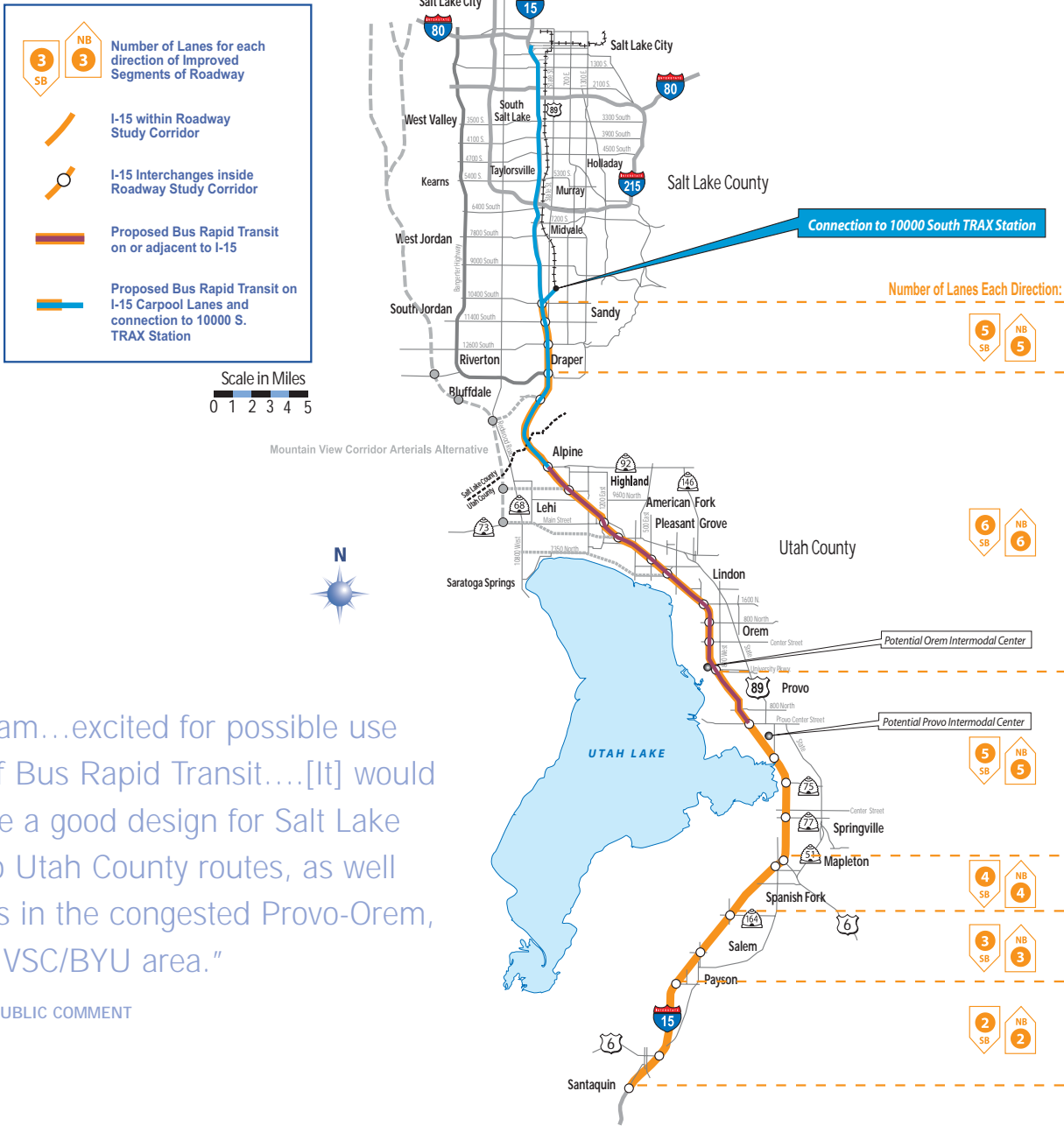


Photo: Las Vegas, Nevada

I-15 Widening & Reconstruction + Bus Rapid Transit (BRT)

This alternative includes widening I-15 as described in the I-15 Widening & Reconstruction Alternative and running BRT adjacent to I-15 or in the I-15 median. BRT is a distinctive type of bus system that functions similar to Light Rail, but without running on a track. It has Light Rail-like stations that provide fast and efficient boarding. BRT would run in a dedicated lane from Provo to 10600 South. North of 10600 South, BRT would run in the Carpool Lane with a connection to the 10000 South TRAX station. Like Commuter Rail, BRT would stop every two to five miles. Potential station locations are currently being identified.



What's Next?

Now that five viable alternatives have been identified, the I-15 Corridor EIS team will refine and add more detail in the months to come. What that means is that we will design the alternatives to a level that will allow the team to prepare reasonable cost estimates and more detailed drawings. Some of the details will include:

- Improved interchange designs and a few new interchanges
- Transit station and park-and-ride locations
- Roadway and transit location and width

We will also prepare additional information such as how long it will take to travel on I-15 or on transit between different destinations. Bus plans will also be prepared for the transit options that provide service between communities and stations. We will also work with local cities to help them plan transit-friendly developments around transit stations.

We will conduct detailed environmental impact analyses for all of the alternatives. Highlights include:

- Noise and vibration studies at sensitive locations such as homes, hospitals, and schools

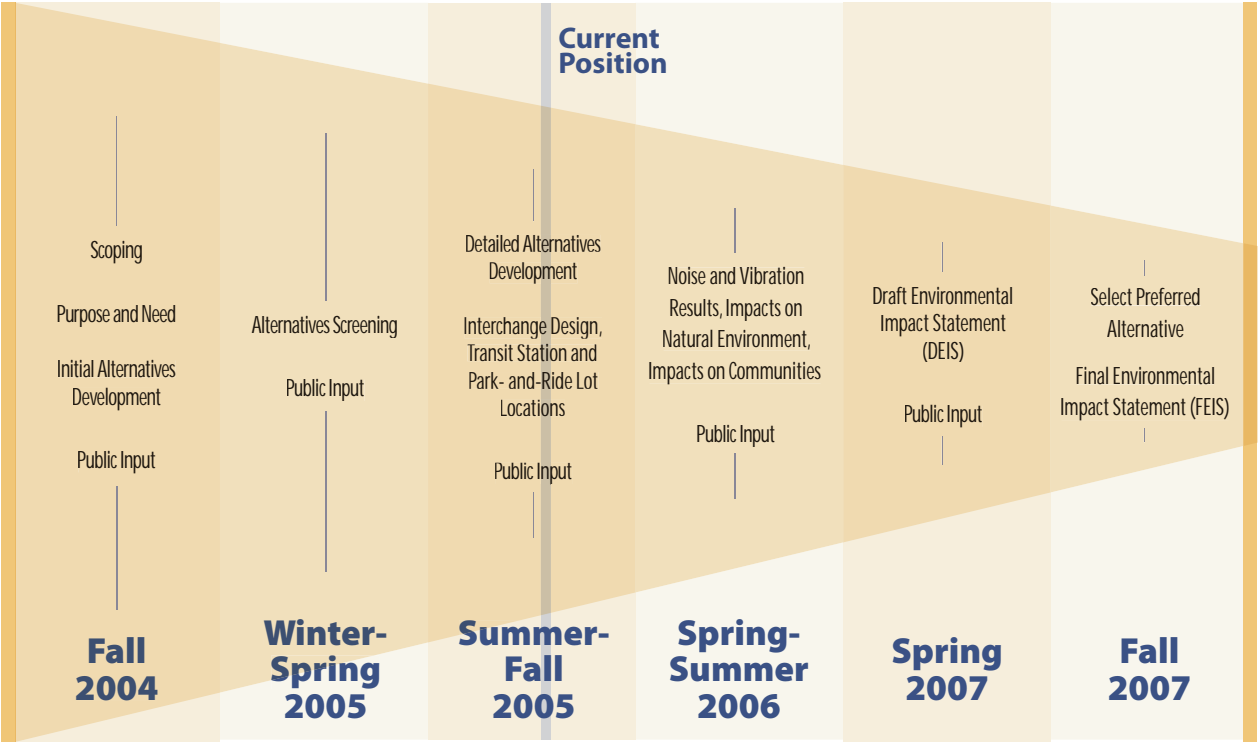
- Tests to see how these alternatives affect air quality overall and at congested locations
- Identifying the number of displacements and relocations
- A visual assessment to determine how the alternatives will integrate into the adjacent communities
- Examining if the alternatives will affect the natural environment, such as wetlands, lakes and rivers, and farmlands

In addition, we will examine how transportation improvements will support local growth and land use plans, and how to best construct the alternatives with minimal disruption. The evaluation of these impacts makes up the bulk of the information that will be contained in the EIS.

As you can see, there's still much work to be done in the next several months. When the team completes these and other analyses, we want to share the results with you. As we mentioned in the "Bubble Bus Hits the Streets" article, we want to come to your neighborhood to discuss the alternatives.

Please check our website (udot.utah.gov/i15utahcounty) periodically for updates on the status of our work.

Project Timeline and Key Milestones



GIVE US YOUR THOUGHTS

Your comments will help the EIS team identify benefits and concerns related to the five remaining alternatives. We are also interested in any related questions you may have. Please return this form by fax (801-262-4303) or mail to I-15 Corridor EIS, c/o Parsons Brinckerhoff, 488 East Winchester Street, Suite 400, Murray, Utah 84107 by Dec. 31, 2005. Thank you for participating in this EIS process.

1. What issues or concerns ought to be considered in evaluating I-15 Widening & Reconstruction?

2. What issues or concerns ought to be considered in evaluating Commuter Rail Transit west of I-15?

3. What issues or concerns ought to be considered in evaluating Bus Rapid Transit on or adjacent to I-15?

4. What do you see as the benefits of adding more public transit options (i.e. Commuter Rail Transit, Bus Rapid Transit)?

5. Which transit alternative would you be more likely to use (Commuter Rail Transit, Bus Rapid Transit) and why?

6. Additional comments:

7. How did you learn about the I-15 Corridor EIS?

☐ Newsletter☐ Website☐ News story☐ "Bubble Bus"☐ Friend or neighbor☐ Other

8. Would you like to receive future project information?

☐ Yes, via e-mail: Name _____ e-mail address: _____
☐ Yes, via postal mail: Name: _____ Address: _____
☐ No, thank you

9. Do you belong to an organization that would like a presentation about this project?

☐ Yes, contact information: _____
☐ No, thank you